



The China Mail

ESTABLISHED 1845

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AWARDS & SPECIALITY
88, QUEEN'S ROAD
CENTRAL

No. 15,219

號六月二年一十一百九千一英

HONGKONG, TUESDAY, FEBRUARY 6, 1912.

日九十月二十年亥辛曆舊

PRICE, \$3.00 Per Month

THORNE'S
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SCOTCH WHISKY.

R. THORNE & SONS, L.
GREENOCK & LONDON

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Hongkong, January 3, 1912.

Business Notices.

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Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats
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Engineering Work and Repairs of
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ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.
Also complete pneumatic Riveting Plant.

TELEGRAM

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We beg to inform you ROYAL WARRANT AWARDED
our Company for Milk.



TRADE MARK

CONDENSED MILK.

MILKMAID

STERILIZED NATURAL MILK.

EVAPORATED CREAM.

On Sale at All Stores.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE "CHINA" NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 7th FEBRUARY.

8.00 A.M. 'HEUNGSHAN.' 6.00 A.M. 'HONAM.'

10.00 P.M. 'KINSHAN.' 8.00 P.M. 'FATSHAN.'

THURSDAY, 8th FEBRUARY.

8.00 A.M. 'HONAM.' 6.00 A.M. 'HEUNGSHAN.'

10.00 P.M. 'FATSHAN.' 8.00 P.M. 'KINSHAN.'

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

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S.S. 'SUI TAI' Tons 1851. S.S. 'SUI AN' Tons 1851.

HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf.

Sunday, at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY 11th FEBRUARY.

The Company's Steamship 'SUI AN'.

will depart from the Company's WING LOK STREET WHARF at 6 A.M.

Departure from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 A.M. and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. 'HOI-SAN', 457 Tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION
COMPANY, LTD., AND THE LING-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. 'SAINAM', 188 Tons, and 'NANNING', 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers 'LINTAN' and 'SANUI'. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor),

Opposite the Blake Pier.

GRAND HOTEL

No. 2, Queen's Road Central.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European management. Situated in the most central position.

Large and airy Rooms, luxuriously furnished, Electric Light and Fans through out.

CUISINE UNDER EUROPEAN SUPERVISION.

Ladies' Afternoon Tea Rooms. Special rates for married families on application to the Manager.

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Hongkong, November 10, 1905.

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Leather-Covered ... \$2.00

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Printers to the Hongkong Jockey Club.

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Hongkong, February 1, 1912.

Business Notices.

THE PERFECT LUBRICANT.
Fleming's Patent Solidified Oil.

SAVES TIME AND MONEY.

Used throughout the World on nearly all the Steamers of the First-Class Lines, & the entire collection of Engineers and Gunners.

THE MOST ECONOMICAL LUBRICANT KNOWN.

ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.

GUARANTEED FREE FROM ACID AND WATER.

DOES NOT MELT, OR JUM, UNDER 212° FAHR.

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BRADLEY & CO., 4, Queen's Building, HONG KONG.

CRICKSHANK'S COUGH REMEDY.

A Valuable Remedy for Colds, Bronchitis, Asthma, and all Diseases of the Chest and Lungs. Price \$1.00 per bottle.

CHILDREN'S COUGH MIXTURE.

Gives immediate relief. Price 60 cents per bottle.

MARTIN'S MIXTURE.

A specific for Influenza, Hay Fever, Cold in the Head. Price \$1 per bottle.

PREPARED ONLY BY

VICTORIA DISPENSARY

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NEW BOOKS.	FRENCH.
The Earl of Northbrook, A Memoir, Mallet ... \$13.00	L'Annuaire Sarrasin, Pauvreville ... \$2.00
Albrecht Durer, Williams, 33 plates, 6.25	Le Far-West Chinois (Kienchang et Lolotte), Legendre ... 2.00
Curry and Rice (on forty plates) or The Ingredients of Social Life at our Station in India, Capt. Atkinson, 4th edition ... 17.00	En Face du Soleil levant, Avench ... 2.00
The Roll Call of Honour (Golden Decade) Quiller Couch ... 5.25	Le Cou Blanc, Guesviller ... 2.00
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Peeps at Hissay, Japan, Finnemore ... 1.20	L'Annuaire de Jade, Pettib ... 2.00
Refrigeration Cold Storage and Ice Making, Wallis-Taylor ... 9.00	La Musique, Gautier ... 2.00
Kennedy Square, Hopkinson Smith ... 4.00	L'Impressionnisme Japonais, Labrousse ... 2.00
My Rag-Picker, Mary Waller ... 1.75	Le Fommo de Silva, Mami ... 70
Love Story of a Maiden of Cathay, Yang Ping Yu ... 1.30	Sous la Haie, Bourges ... 70
Garland of Verse for Young People, Miles ... 2.25	L'Odeur des Iles, Saylor ... 70
Whisperings, from the Great (Birth-day Album), Meredith ... 1.75	Les Merveilles des Mondes, Moreux ... 70
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CADE 11 1911

Hongkong, Dec 10, 1907

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(LATE CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel, recently renovated and under entirely new management. Large and comfortable rooms, excellent cuisine, under the supervision of a distinguished French Chef.

PARTICULARS AND RATES on application to PROPRIETORS.

Hongkong, January 1, 1912.

THE GRAND CARLTON HOTEL

FIRST-CLASS AND UP-TO-DATE.

HIGH-CLASS AND LEADING CATERERS.

Dinners or Suppers supplied from 100 to 1000 Persons.

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Race Season 1912.

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ARE SHOWING

New Millinery, Feathers, Flowers,
Scarves, Motor Veils, etc.

Smart Gowns for Day and Evening Wear.
Gloves, Shoes.

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MANUFACTURERS AND IMPORTERS
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WORKS:

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Large Stocks held of all Electrical Supplies.

WIRES, CABLES, FLEXIBLES, INSULATING TAPES.

ELECTRIC LIGHT FITTINGS

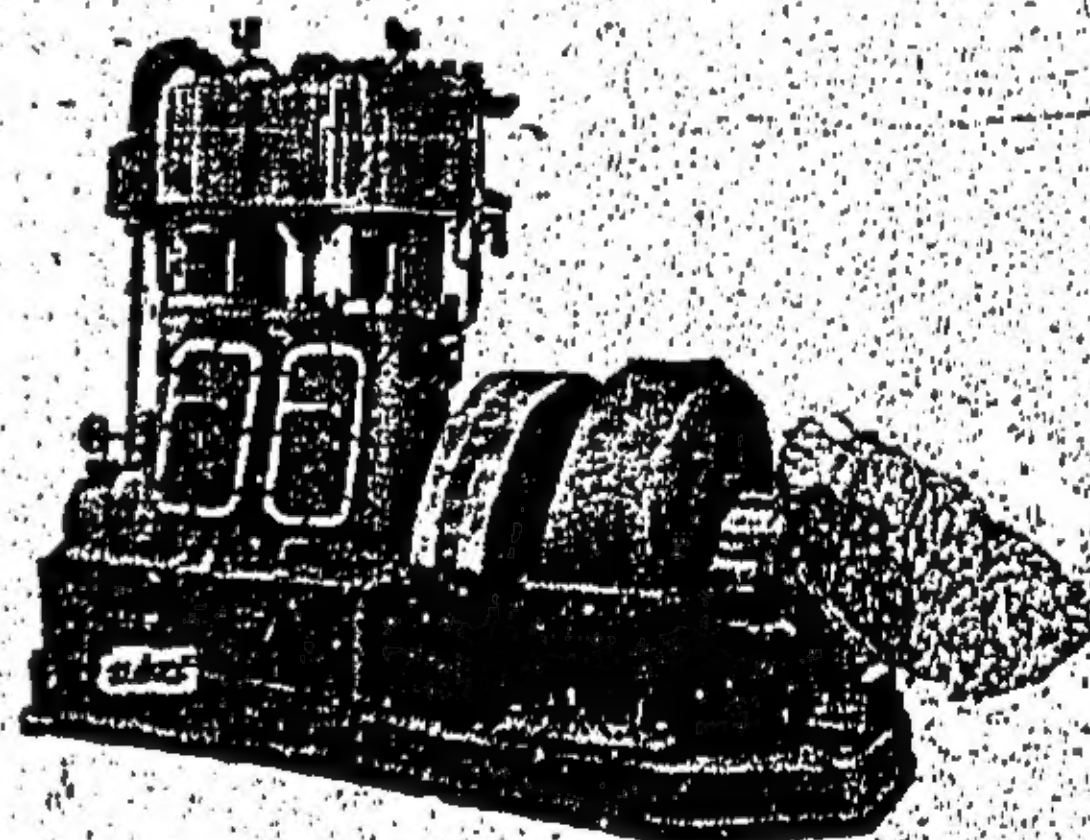
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ELECTRIC LIGHT ACCESSORIES,

STEAM DYNAMO SETS, MOTORS, DYNAMOS,

"OSRAM" METAL LAMPS, ETC., ETC.

MANUFACTURERS OF ALL ELECTRICAL PLANT



RETAIL AGENTS IN HONGKONG:

WILLIAM C. JACK & CO., LTD.

TELEPHONE 338.

Hongkong, May 25, 1908.

14, DES VAUX ROAD.

A FINE RECORD
KUPPER PILSENER
BEER.

Over 30 Years in the Far East.

SOLE IMPORTERS.

CALDBECK, MACGREGOR & Co.

Hongkong, January 25, 1911.

Intimations.

G. FALCONER & CO., LTD.,
WATCH-MAKERS, JEWELLERS AND OPTICIANS.
GOLD WATCH BRACELETS.
BROOCHES, RINGS AND PENDANTS
- IN -
GOLD AND PLATINUM SETTINGS.
Inspection Invited.
HOTEL MANSIONS: OPPOSITE NEW POST OFFICE.

WING KEE & CO.,
Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Branching, August 12, 1908. 1788

MEE CHEUNG & CO.,
ART PHOTOGRAPHER, ICE HOUSE LANE.
SPECIALIST IN ENLARGING AND BROMIDE WORK.
Select Views of Hongkong and South China.
Special Department for Developing and Printing for Amateurs.
CAMERAS FOR HIRE. 1785

WING ON CO.,
TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS.
HAVE JUST RECEIVED NEW SHIPMENTS OF
Drapery, Grocery, Ironmongery, Crockery, Glass and
China Ware, Furniture, Watches & Clocks.
The Cheapness and quality of their Goods have no equal.
109-113, DES VŒUX ROAD CENTRAL.
107 & 108, CONNAUGHT ROAD CENTRAL. (Trans past the Door).
Hongkong, August 16, 1910. 772

J. ULLMANN & CO.
CORNER OF FLOWER STREET.
Jewellers, Watchmakers and Opticians.
CHINESE AND JADE JEWELLERY.
SOUVENIR SPOONS.
A SPECIALITY.

Weismann, Limited.
Bakers, Confectioners, Caterers,
Restauranters.
14, DES VŒUX ROAD CENTRAL.
Hongkong, July 20, 1910. 889

THE LEEDS FORGE CO., LD., LEEDS.
Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.
Pioneers in the design and manufacture of
FRESSED STEEL UNDERFRAMES AND BOGIES AND ALL-STEEL
RAILWAY WAGGONS.
The Underframed have been appointed Sole Agents in Hongkong and China.

The Taikoo Dockyard and Engineering Co. of Hongkong, Ltd.,
AGENTS, BUTTERFIELD & SWIRE.
Hongkong, October 3, 1911. 118

IALINE
REGISTERED TRADE MARK
OF
BURT, BOULTON AND HAYWOOD LTD, LONDON.
FOR THE DISINFECTION OF DRAINS, WATER-CLOSETS, LAVATORIES, SICK-ROOMS, FLOORS, WALLS, GUTTERS, &c.
IT IS THE STRONGEST AND MOST POWERFUL
CARBORIC DISINFECTING FLUID,
THE CHEAPEST AND MOST RECOMMENDABLE FOR GENERAL HOUSE
USE, A LUTION OF 2 PER CENT. BEING SUFFICIENT.
Recommended by Sanitary Authorities.
Government Analysis at Buyers' Disposal.

SOTOR.
AVENARIUS' WORLD-KNOWN COPPER PAINT.
For the Bottoms of Vessels and Boats and for the Coatings of
all Wooden Structures of Wharves and Docks. Penetrates deep
into the wood, thus rendering same immune against attacks of
the Teredo, Barnacles Marine Growths, etc.
Sole Agents:
MELCHERS & Co., Hongkong & China.
Hongkong, May 4, 1908. 11

Intimations.

MITSU BISHI COSHI KWAISHI
(MITSU BISHI CO.)

COAL DEPARTMENT.
SOLE PROPRIETORS OF TAKA
SIMA, COHI MUTABE, YO
SHINOTANI, HOJO, KANADA,
NAMAKUTA, SAYO, SHUNNEW
AND KAMIMADAMA Collieries.

AGENTS FOR KISHIDAKE & SAKITO
COALS.

HEAD OFFICE - TOKYO
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Nagasaki, Moji, Kariatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow

TEL. ADDRESS for above: 'IWASAKI.'
Codes: -A-1, 480 5th Ed., Western Union.

AGENCIES:
YOKOHAMA: M. Asada, Esq.
CHINKIANG: Messrs Gearing &
Co.

MANILA: Messrs Macondray &
Co.
SINGAPORE: Messrs Berne Co.
Ltd.

For particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, PADDOCK STREET
HONGKONG. 816

'RACES' 1912.
Monday, 12th Feb.

SPECIAL DISPLAY
OF
HATS
FOR THE RACE SEASON.
M. GAINS,
PRINCE'S BUILDINGS.
Hongkong, February 5, 1912. 175

HONGKONG AND SHANGHAI
BANKING CORPORATION.

NOTICE
BY ORDER OF THE COURT OF DIRECTORS.
N. J. STABB,
Chief Manager.
Hongkong, February 1, 1912. 17

HONGKONG ELECTRIC CO., LTD.
ST. GEORGE'S BUILDINGS.

NOTICE
Owing to alterations and extensions to
the SWITCHBOARD at our Works
we much regret that the supply of Electric
Light will have to be DISCONTINUED
on SUNDAY mornings for the next SIX
WEEKS from 8 A.M. to 11 A.M. instead of
from 8 A.M. to 9 A.M.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, January 31, 1912. 134

DON'T READ THIS

If you can speak and write English
correctly. If you can do neither you
should take lessons by the new method
which ensures ability to speak the language
in THREE MONTHS.

A Reduction of 25% in
Class Fees.

Hours: 10 A.M. to 11 P.M.
For further particulars apply to
THE DIRECTOR,
'SCHOOL OF ENGLISH',
2nd Floor,
ALEXANDRA BUILDINGS,
Hongkong, January 4, 1912. 11

MARTIN'S
APOLISTEEL
PILLS
A French Remedy for all Indigestions
and Stomach Disorders. It is a
Sole Agent for the sale of this
Remedy in Hongkong and China.
Sole Agent:
MARTIN'S
APOLISTEEL
PILLS
HONGKONG.

AMOI MUNICIPAL COUNCIL.

(Continued)
(iii) Correspondence between Mr Emil
Bauer and the Council:-
10th January, 1912.

I have been informed that I was voted
for as a Councillor. On looking up the
Land Regulations and By-laws (dated the
10th January, 1902) I find under paragraph
No. 4 that "the Municipal Council shall
consist of 5 or 6 persons, etc."

There is nothing mentioned in this para-
graph which prohibits a ratepayer from
being a Councillor. If there is any such
prohibition it is not in the By-laws. I have
the kindness to furnish me with the
date when it went into effect.

From the Council to Mr Bauer:-

20th January, 1912.
In reply to your letter of yesterday's
date concerning the election of Councillors,
I am directed to inform you that as the
meeting in question is a meeting of
ratepayers and not a meeting of the Council,
the latter body can give no ruling in the
matter; it is a question entirely for the
Chairman of the meeting to decide.

From Mr Bauer to the Council:-
21st January, 1912.
Replying to your letter of January 20th
I beg to say that I cannot find anything in
the Land Regulations and By-laws which
gives the Chairman of the meeting the
right to decide the question of how the
voting should be carried out.

I have been informed that on previous
meetings some ratepayers have voted for
two or three Councillors only. You would
therefore oblige me by informing me if
these votes have been counted or not.

If they have been counted then a pre-
cedent has been set, and I don't see how
the Chairman could prevent me from voting
at the coming meeting for one or more,
providing I don't vote for more than six.

Please send reply to my residence at
Kuhung and oblige.

From the Council to Mr Bauer:-

21st January, 1912.
Your letter of the 20th inst. has been
referred to the Council, who direct me to
inform you that the question you raise
will be decided at the Annual Meeting of
ratepayers to be held on the 23rd inst.

From Mr Bauer to the Council:-

22nd January, 1912.

Referring to your letter of yesterday's
date, I beg to say that the question
I asked in my letter of January 20th
refrained to the mode of proceeding in
previous meetings and I therefore cannot
understand why the Secretariat does not
advise this question. If in previous
meetings the vote of a ratepayer who voted
for one or more Councillors only, was
valid in that case it would not have to be
put before the meeting.

If on the other hand, such a
vote has been declared not valid, then
I maintain that the Secretariat's view
is not correct. The By-laws do not support that view, and in
that case I will put my resolution before
the meeting. I therefore again ask you to
inform me if a vote, such as referred to
above, has in previous meetings been counted
or not.

From Mr Bauer to the Council:-

23rd January, 1912.

As I have not received an answer to my
letter of January 22nd, I beg to inform you
that I will publish the correspondence
between the Council and myself for the
information of the ratepayers.

(iv) Correspondence concerning the
candidate of Mr G. F. Haslam, addressed to
the Council.

From Mr Bauer:-

20th January, 1912.

I beg to call your attention to the fact
that the name of Mr G. F. Haslam does
not appear in the published list of rate-
payers.

According to the Land Regulations,
Article 4, ratepayers only are qualified for
election as Councillors.

From Capt. Bathurst:-

22nd January, 1912.

I beg to draw your attention to the fact
that Mr G. F. Haslam's name does not
appear in the list of Ratepayers, nor in
the press, therefore not eligible for elec-
tion at the coming meeting. Kindly
inform me what will be done in this case.

The Chairman asked if there were
any questions concerning the Accounts for
1911.

Capt. Bathurst:-After Mr Wallace's
elaborate speech about the well I have
very little to say except you state you
made a contract for him to bore 18
feet for \$18 per day, being \$1 per foot plus
the cost of material. Instead of that you
paid him at the rate of \$24 per foot.

The material used for boring the well was
very primitive and cost very little as every
one could see, and I think he ought to have
been stopped when the antiquated method
of boring was first started, and so saved
the ratepayers a few dollars for some other
useful purpose.

Mr Wallace having replied:-

The Chairman proposed, seconded by Mr
L. J. Thomas, that the Accounts for 1911 be
passed.

Carried by a large majority.

The Chairman asked if there were
any questions concerning the Estimates for
1912.

Mr Bauer complained of the state of the
roads and the poor lighting system.

Capt. Bathurst:-I note the estimated
expenditure for the coming year is still in-
creased, and I cannot see that the increase will
be for the benefit of the Island. It seems
to me that the increase is being paid in
substantial increase of the Secretariat de-
partment. In 1906 the Secretariat de-
partment cost the ratepayers \$6,000.00, and
now the cost of same will be for 1912,
\$8,232.00. The ratepayers at that time

THEATRE ROYAL.

MAURICE E. BANDMANN Presents
THE FAMOUS LONDON ACTOR-MANAGER
Mr MATHESON LANG &
Miss HUTIN BRITTON
supported by The LANG-HOLLOWAY
Company in Shakespeare's
delightful comedy

'THE MERCHANT OF VENICE'
Mr Matheson Lang as 'Shylock'
Miss Hutin Britton as 'Portia'

TO-MORROW, WEDNESDAY, Feb. 7th.	The Celebrated Romantic Play SWEET NELL OF OLD DRURY.
THURSDAY, February 8th.	Shakespeare's Sublime Tragedy ROMEO AND JULIET.
FRIDAY, February 9th.	Jerome K. Jerome's Remarkable Play THE PASSING OF THE THIRD FLOOR BACK.
SATURDAY, February 10th.	Shakespeare's Masterpiece HAMLET.
SUNDAY, February 11th.	Shakespeare's Comedy MUCH ADO ABOUT NOTHING.
TUESDAY, February 12th.	Shakespeare's Tragedy OTHELLO.
WEDNESDAY, February 13th.	The Romantic Comedy Play WAGE AND JINGLES.
THURSDAY, February 14th.	The play to be produced on the last night will be announced shortly.

The Plays complete in every detail as presented in London.

Stalls and Circle \$1. Pit \$2. Gallery \$1.
Commence at 8 P.M. sharp. Plan Now Open at MOUTRIE'S.
Hongkong, January 30, 1912. 127

declared the Secretary was too expensive
for the Island, and the Council
stated that the new Secretary would
be cheaper. Colonel Mackenzie then
acting, was not taken on for a
further term, though I can fairly state
that he was fully acquainted with the
Municipal work, and whilst acting as
Secretary he worked hard to get the
Municipal work in order, and I can assure
you that the Island has not expanded, its
territory has not increased, its population
is still the same as it has been for
years, and I would like the Council to
take note of the fact that the Chinese
population has increased, but its
territory has not increased, and I don't think they
want so much land after a few more
houses have been built, but in close
proximity to the main thoroughfare. What
I particularly want to point out to you is
that the estimate for the lighting of the
roads is still the same as it has been for
years, and I would like the Council to
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THE LYAL SISTERS

A GREAT DRAW

Miss RUBY WILLIAMS

In New Songs and Dances

The Great French Artists

MADAME ALDARA

MATINEES

SATURDAYS AND SUNDAYS

AT 4 P.M.

meeting, amid ringing cheers, that "all the Bills of any Government ever in existence would not make miners work if they had made up their minds not to do so." That showed the temper of the men controlling the movement.

Several factors have contributed to the present grave situation. In the South Wales coalfield the crisis is the legacy of the recent strikes in the Aberdare and mid-Rhondda Valleys. In those struggles the main issues were the *Pull Moll* Gazette reminds us, the demands of the workmen for the raising of the wages of the lower-paid day-wage men, and for the establishment of the principle of a guaranteed minimum wage for colliers employed in abnormal working places. The disastrous failures of those strikes led to the absorption of those questions in a larger demand, which embraced not only the principle of a guaranteed minimum wage for colliers, but also extended it to all classes of workmen employed in and about mines. In Northumberland the unrest is due partly to the failure of the workmen to secure a fixed minimum percentage above standard rates similar to those in existence in practically every other British coalfield, and partly to the extension of the three-shift system under the Eight Hours Act. In Durham the new conditions created by that Act are almost exclusively responsible for the local discontent. In the Federated English districts, which include Yorkshire, Lancashire, Cheshire, Nottingham, Derbyshire, Leicestershire, Warwickshire, Shropshire, North Staffordshire, and North Wales the bone of contention is the abnormal places' problem. In the Lancashire and Cheshire coalfields discontent is more acute than it is in the other Federated coalfields. The miners in those districts are under the wages agreement as are the Midland coalfields, but as they worked longer hours to the other English miners prior to the Eight Hours Act, the reduction in working time under that measure has adversely affected their wages to almost as great a degree as it has done in the South Wales coalfield.

These are the main local economic causes which have contributed to the present situation. In themselves they would probably not have led to the upheaval which at the moment threatens the nation's trade and commerce. Coincident with them there has been a series of costly failures in the sectional disputes, a rapid increase in the power and influence of the Socialist wing of the Miners' Federation of Great Britain, and a widespread growth of the belief that the time has arrived for the abandonment of the old methods of sectional fighting, and for the staking of all issues of common interest on the fate of national union. It is the concurrence of these political and economic causes that has produced the present situation.

It will be gathered then that a very difficult problem presents itself for solution, and that the drawing up of a common platform seems almost an impossibility. Yet in the Midlands the workmen, it is believed, will be satisfied if they get an understanding with their employers which will remove the uncertainty inherent in the present wage system as it applies to men employed in abnormal places; in Northumberland peace would certainly be restored if the men were given a minimum wage rate of 30 per cent. above the standard rates of 1870; and a wider measure of freedom from the existing conditions of the three-shift system; but in South Wales a settlement on such lines would be entirely unacceptable. In that coalfield, where there is only a single coal-cutting shift in vogue, where wages are higher and work more regular than in any of the other British coalfields, the workmen are demanding a minimum wage of 8s. a day for colliers, without any conditions at all necessitating on their part a return of efficient service. They have stated plainly that a solution of the abnormal places' problem will not satisfy them. On such points as these the workmen themselves are in bitter conflict; and it remains to be seen how their differences will be reconciled.

There is little doubt that no effort will be neglected on the part of those having any authority in the matter to avert the perils of a gigantic strike, and from recent cables we gather that a more optimistic feeling prevails that a solution will be found, but all the same the time for stopping work in the mines grows perilously near. It is to be hoped that calmer councils will prevail among the men, otherwise the gravest disaster will befall, the consequences of which none can foretell.

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SOCIAL AND PERSONAL

Mr D. C. Edwards, director of the Anglo-Malay Rubber Company, Limited, died at home on January 14.

Planters at Malacca intend giving a salvo ball at the Stad House as a farewell to the Hon. Mr. F. W. Collins.

Mr T. F. O'Sullivan has been appointed deputy-bailiff of the Supreme Court, by H. E. the Governor, dated from Feb. 4th.

The Fances of Sarawak is the first President of the new Diunior Club, which comprises vegetarians and food reformers among its members.

Mr Wen Ying-hsing, nephew of H.E. Wen Tsung-yao, Commissioner for Foreign Affairs, who spent six years at West Point Military Academy, U.S.A., has returned to Shanghai to throw in his lot with the republican army.

Shanghai papers print a rumour that Mr Sung Yu Fong, sometime editor of the *Min Li Pao*, now serving in one of the ministries of the Provisional Government at Nanking, will be appointed as the first Chinese Republican Minister to Japan.

It is said that Mr Leo Berghella, the American Consul-General at Canton, is retiring from the service in March. He came to China in 1878. He was private secretary to the American Minister in 1882, and in 1883 was appointed Consul at Chinkiang. Since then he has had charge of American consulates at Erzerum, Thessalonica, Dawson City, Beirut and Canton, to which latter post he proceeded in 1903. He is 55 years of age.

When the last mail left, Manila was filling up rapidly with visitors to the Carnival.

It is stated that the Begum of Bhopal has purchased all the bedding and crockery of the train used by Their Majesties in India.

A London wire says that the President of Prussia has notified the Indian Government of their desire to have sites for houses in new Delhi.

The net personality in the estate of the late Mrs Arthur Standaard (better known by her pen-name, John Strange Winter) has been sworn at £35.

A Japanese woman, aged about 25 years, attempted to commit suicide by jumping into the harbour at the Praya Raj, near Spring Garden Lane, on Monday.

Fifty thousand yen worth of cotton was destroyed by fire at Amagasaki on January 25. Some of the insurance was covered by the Phoenix (yen 10,000) and the London and Lancashire (yen 10,000).

Canadian papers say that the new C. P. R. mail-connection for the Liverpool-Hongkong service, will materially reduce the time of transit. The voyage from Vancouver to Yokohama will be cut from 12 1/2 to 12 days.

The British India Steam Navigation Company have sold their steamer *M. Natchatzy* to Eastern buyers. She is of 2,111 tons gross and 1,308 tons net register, and was built of iron on the Tyne in 1881, with dimensions of 290ft by 26.4ft by 25.8ft.

A member of the staff who is noted for being a keen and careful observer, informs us, says the *Yellow Dragon*, that the Chinese are adopting not only European costumes but also European customs, even to the extent of whistling music-hall tunes in tramcars. "The latter practice," he remarks, "kills a new hour to life."

The White Star Company have appealed against the fine in the Hawke's Olympic case. The Imperial merchant Service Guild sends in a long review of the evidence given at the trial, and the opinion having taken exception to many conclusions arrived at in the judgment which seem prejudicial to the officers of the Olympic. The Guild support public opinion.

The master of a small fishing boat arrived at Shaukiwan on Monday and reported that on January 3rd his boat was wrecked when off Ping Ho. A boat containing nine men came alongside and threatened him with revolvers. Then they proceeded to take the boat to the mainland but he was frightened and jumped overboard leaving his father, son and daughter at the mercy of the robbers. He eventually managed to reach the small island of Shiu Sing, where he was picked up by a Macao fishing boat, which brought him to Shaukiwan.

We hear that the new Indian Regiment and the Mountain Battery, which are arriving per H. M. T. *Haidouge*, will be quartered at the old four mounds in Junk Bay and at the Quarantine Station at Laichikok.

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NEWS OF THE DAY

Four dead bodies were picked up in the city on Monday.

Torpedoes at 038 arrived yesterday and leaves tomorrow for the West River.

On page 1 will be found the cabled Rubber Crop Returns for December last.

Englishmen in Selangor are talking of celebrating St. George's Day - April 23rd - with a ball.

When the last mail left, Manila was filling up rapidly with visitors to the Carnival.

It is stated that the Begum of Bhopal has purchased all the bedding and crockery of the train used by Their Majesties in India.

A London wire says that the President of Prussia has notified the Indian Government of their desire to have sites for houses in new Delhi.

The net personality in the estate of the late Mrs Arthur Standaard (better known by her pen-name, John Strange Winter) has been sworn at £35.

A Japanese woman, aged about 25 years, attempted to commit suicide by jumping into the harbour at the Praya Raj, near Spring Garden Lane, on Monday.

Fifty thousand yen worth of cotton was destroyed by fire at Amagasaki on January 25. Some of the insurance was covered by the Phoenix (yen 10,000) and the London and Lancashire (yen 10,000).

Canadian papers say that the new C. P. R. mail-connection for the Liverpool-Hongkong service, will materially reduce the time of transit. The voyage from Vancouver to Yokohama will be cut from 12 1/2 to 12 days.

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COMPANY MEETING.

Hongkong, Canton and Macao Steamboat Co., Ltd.

The thirty-first ordinary half-yearly meeting of shareholders of the Hongkong, Canton and Macao Steamboat Co., Ltd., was held at the Office of the Company, Hotel Macao, to-day.

Mr R. Fuhrmann presided and the three vice-presidents Messrs R. Lauritzen, Hon Mr C. H. Ross, F. A. Gomes, F. H. Armstrong, F. Lieb, H. A. Sio, directors, J. M. E. Machado, M. S. Nogueira, A. A. Denison, A. H. M. Silva, Hon Mr Viser, F. F. A. Funes, J. Mauners and the secretary, Mr W. E. Clarke.

The secretary read the notice convening the meeting.

The Chairman said—Gentlemen—With the appearance of all the reports and statements of accounts as read, but as is now required under the new companies' ordinance, I will read to you the report of the auditors. We report that we have audited the above balance sheet with the books and vouchers of the company in Hongkong and that in our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the company's affairs at the 31st December, 1911, according to the best of our information and the explanation given us, and as shown by the books of the company. We have obtained all the information and explanations we have required. Signed, A. O. D. Gourdin, J. Hutton, P. S. Auditors.

From the accounts now before you, you will notice there is a decrease in the net earnings of the steamers, which is accounted for by a big falling off in the traffic during the first three months of the period under review, increased competition on the Canton line and, to the fact that from our profits we had to make good the deficient earnings of the smaller vessels in the pool agreement. Under the circumstances it was impossible to renew the pool agreement, which, therefore, terminated on the 19th September. Since that date we have maintained our position at reduced rates, in spite of the ruinous competition started by the other vessels on the line, after the termination of the pool agreement, in lowering deck fares to 15 cents. While your Board considers that the amount of credit of profits and loss admits of the possibility of paying the usual dividend as recommended in recent years, at the same time we feel our duty to pursue the strict policy, in view of the general state of the condition of the trade and insurance fund, will stand at \$300,000, which can only be directed towards the necessary improvements to the steamers to meet changing conditions of the trade and passenger traffic. By the transfer of the above mentioned amount the depreciation and insurance fund will stand at \$300,000, which can only be directed towards the necessary improvements to the steamers to meet changing conditions of the trade and passenger traffic. By the transfer of the above mentioned amount the depreciation and insurance fund will stand at \$300,000, which can only be directed towards the necessary improvements to the steamers to meet changing conditions of the trade and passenger traffic.

During the past few weeks the Hongkong postal authorities have been handling unusually heavy registered letter mails from the United States, but we learn by the courtesy of the Postmaster General, that to-day all records for the Colony were broken by the arrival of no fewer than 7,418 registered covers by the *Chiyu Maru* and the *Manchuria*. Most of these were addressed to Chinese and doubtless nearly all contained drafts for big sums, which are probably being sent on to aid the Revolutionary movement in South China. At a moderate estimate the value of the contents must be fully four million dollars. Despite the extra work thrown on the postal employees by this mammoth mail, the letters have been quickly handled, and the authorities are to be complimented on dealing with the situation so expeditiously. In the past fortnight over 20,000 registered letters have been received here from America alone.

Some time ago the present Viceroy of Canton, Chan Kwing Ming, intimated his desire to resign his post and proceed north. The fascination of the north is evidently very strong at present for already the first Republican Viceroy has gone there. Chan has been requested more than once to remain at his post because it is important at this juncture that there should be no change, and that a man should be at the helm whose knowledge of affairs and the difficulties ahead may be some guarantee that the ship of state may be steered with discretion. It appears, however, that a change is impending and steps are being taken to elect a successor. The name of Chui Shui Ching is mentioned. He has some knowledge of military affairs and the merchants of Hongkong are interesting themselves in his election. A telegram has been sent to him to ascertain whether, if he is elected, he will stand. Those who are writing on the subject are anxious that for a time there should be a military Viceroy, and further that he shall be one that can exercise some effective control over the "People's Army." This is the crux of the question. Unless he has some knowledge of military affairs he cannot understand the problem that are confronting the Canton people at this time. He must also be a personal acquaintance with the "People's Army." There seems to be in the writer's mind some fear that unless these two conditions are fulfilled there will be trouble in Kwangtung province, and this is naturally dreaded, for there is trouble enough already without any military outbreak in this province. It seems to be thought, however, that if Chui is elected, and is willing to give attention to the problem, that affairs can be straightened out, and the difficult sections of the army brought into unity, so that they can give their attention to the pacification of the province, which is greatly needed in view of the many pirates and brigands now infesting most of the country districts.

There being no question the Chairman proposed the adoption of the report and statement of accounts as presented. The motion was seconded by Mr Benz and carried.

Mr Machado proposed and Mr Mauners seconded that the appointment of Mr R. Lauritzen as Director be confirmed.

The motion was carried unanimously. The Chairman proposed the resolution of Messrs A. O. D. Gourdin and W. E. Clarke as auditors.

Mr M. S. Northcote seconded and the motion was carried unanimously.

The Chairman—That concludes the business of the meeting, gentlemen. Dividend warrants are now ready and may be obtained upon application. Thank you for your attendance.

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THE REVOLUTION.

LOAN THROUGH ARNOLD, KARBURG AND CO.

(*Reuter's Service to the China Mail.*)
LONDON, Feb. 5.
The Peking correspondent of the *Daily Mail* reports that the Government has arranged for a loan of three million sterling at 6 per cent. through the German firm of Arnold, Karberg and Co., and thereby the Austrian Skoda and Pilsen works will secure orders for arms and ammunition to the amount of the loan during the next five years.

YUAN'S NEW ORDERS.

LATER.
Reuter's correspondent at Peking wires that an edict has been issued directing Yuan Shih-kai to form a Republic with the help of the Southern Republic.

The public has not so far been made aware of the abdication, but trouble is not expected.

AN EXPLANATION.

LONDON, Feb. 6.
Reuter's Berlin correspondent states that Messrs Arnold, Karberg and Co. says the loan contracted with the Republic Government is only for £300,000 and that its object is to relieve market difficulties at Peking.

REVOLUTIONARY SUCCESSES.

LATER.
Reuter's Peking correspondent wires that the Revolutionaries have landed on the Yeh River and defeated the Imperialists from Mukden.

The Revolutionaries yesterday drove back General Chang Hsin's army which was sent to recapture Nanking, but the latter's forces had been weakened by a thousand desertions.

OPINION DIVIDED.

(*Wah Tai Yeh Po Service.*)
SHANGHAI, Feb. 5.
Yuan Shih-kai has invited opinions from the Viceroy and Governors in regard to the form of the new Government.

Those in Kiang, Honan, Shensi and Shantung are in favour of Republicanism, while those in Kansu, Sinkiang, Uklungking and Chihli favour a Monarchy.

MANCHURIA'S DECISION.

Chao Eri Shen, Viceroy of Manchuria, has declared that if the abdication of the Throne takes place he will declare independence there.

THE ABDICATION DECREE.

Yuan Shih-kai proposes that the Abdication Decree shall be issued when all the troops are assembled at Peking.

IMPERIALISTS RETIRE.

The Republicans have recaptured Tung Kwan in Shensi Province, the Imperial troops having retired on to Sincow, Honan.

AN IMPORTANT CONFERENCE.

Wu Ting Fang and Wong Ching Wu have gone to Nanking in order to consult on important matters.

THE ESPIONAGE CASE.

"DISGRACEFUL MISCARRIAGE."

(*Reuter's Service to the China Mail.*)
LONDON, Feb. 6.

The Conservative afternoon papers vehemently comment on the sentence passed in Leipzig on Mr. Bertrand Stewart for alleged espionage, and characterize it as a disgraceful miscarriage, which is calculated to embitter the relations of England and Germany. They state that a British subject now visits Germany at his peril, and suggest that the Kaiser should rectify the sentence. The *Westminster Gazette* is more moderate in its expressions, stating that at present the affair is not satisfactory, but it hopes that details of the trial will be issued.

GERMAN NAVAL EXPANSION.

GREAT AMBITIONS.

(*Reuter's Service to the China Mail.*)
LONDON, Feb. 5.
The papers are giving prominence to the forecasts of the German papers regarding the forthcoming German naval increases. The *Tagliche Rundschau* says the personnel will be increased by from sixty to eighty thousand, and that the new Third Squadron, the *Daily Mail's* Berlin publication, which is said to exactly interpret the Admiralty views, says, "The proportion must be two German ships to three English. We have hardly any fear of England flying down two to one if we continue to build three ships yearly."

THEIR MAJESTIES LAND.

EARLY ARRIVAL AT PORTSMOUTH.

(*Reuter's Service to the China Mail.*)
LONDON, Feb. 5.
The arrival of the *Medina* fourteen hours before she was expected caused a sensation at Portsmouth. Their Majesties dined on board the *Medina*. The meeting of Their Majesties and other members of the Royal Family taken place this morning before their Majesties leave for London.

The *Medina*, with the King and Queen on board, left Spithead this morning and passed close to the spot where the submarine A13 sank. She traversed the lines of warships assembled, the latter dipping their flags, and moored at the jetty.

WELCOME HOME.

"Queen Alexandra, the Prince of Wales, Princess Mary and Prince Arthur of Connaught greeted Their Majesties most affectionately as they landed."

SPEECH BY THE KING.

The King, who looked in splendid health, replying to the Portsmouth address of welcome, said it was appropriate that the journey should begin and end in the principal home of the Navy. He was profoundly touched by the affection and loyalty of India and other parts of the Dominion, and he would greatly rejoice if the visit should contribute to the welfare of India and strengthen the bonds of Empire.

ARRIVAL IN LONDON.

A brilliant gathering welcomed the Royal party at Victoria Station, those on the platform including members of the Royal Family, Mr. Asquith, the Archbishop of Canterbury, members of the Cabinet, diplomats, Peers, M.P.'s and the Lord Mayors of England and the Lord Provosts of Scotland.

POPULAR GREETINGS.

Notwithstanding the biting cold, large crowds awaited Their Majesties along a route which was specially extended to include Victoria Street, Parliament Square, Whitehall, the Admiralty, Marble Arch and the Mall, thence to Buckingham Palace. There were no troops and the police were placed widely apart, to give the spectators the best possible view.

The Royal procession was most imposing. The streets were gaily decorated and Their Majesties rode in open carriages.

Despite the frost, vast cheering crowds greeted Their Majesties along the route.

A WONDERFUL DEMONSTRATION.

LATER.
Their Majesties looked most happy at London's splendid greeting. The King wore the uniform of an Admiral, while the Queen was attired in sable.

Their Majesties came out on to the balcony at Buckingham Palace in response to the cheers of the great crowd assembled, and remained there bowing for fully five minutes. They received a wonderful ovation, the crowd throwing hats in the air and waving their sticks and handkerchiefs frantically.

SERVICE IN THE ABBEY.

There was a large congregation at Westminster Abbey for the special service held in honour of Their Majesties' safe return.

THE STOCK EXCHANGE.

(*Reuter's Service to the China Mail.*)
LONDON, Feb. 6.
Gift-edged stocks are weak, and the Stock Exchange is expressing disappointment that Mr. Lloyd George, in his speech at the National Liberal Club, did not make any suggestion for raising the price of Consols.

INDIA AND THE CROWN.

KING'S VISIT CEMENTS THE BONDS.

(*Reuter's Service to the China Mail.*)
LONDON, Feb. 5.
Viscount Hardinge has telegraphed to Mr. Asquith as follows:—"The ruling Princes in India, and the non-official members of the Legislative Council, acting on the authority of public meetings in the important centres, desire me, at the conclusion of the Royal visit, to convey an expression of cordial good-will and fellowship, and warm attachment to the Empire, of the Princes and peoples of India. Their Majesties' gracious demeanour and unfailing sympathy have drawn closer the bonds uniting England and India."

CRICKET IN AUSTRALIA.

VICTORIA FOLLOW UP.

(*Reuter's Service to the China Mail.*)
LONDON, Feb. 6.
In cool weather, and before an attendance of 2,100, the MCC team continued their match against Victoria. The state team took their overcast score to 195, to which Armstrong contributed 15 not out. Barnes took four wickets for 28. Following on Victoria lost five wickets for 132, Mackenzie scoring 15 not out.

THE DALAI LAMA.

(*Reuter's Service to the China Mail.*)
LONDON, Feb. 5.
A wire from Reuter's Calcutta correspondent states that the Dalai Lama leaves shortly for Kalimpong. He is proceeding to Tibet in March.

HOT AUSTRALIA.

MANY BUSH FIRES.

(*Reuter's Service to the China Mail.*)
LONDON, Feb. 5.
Reuter's correspondent at Melbourne states that the intense heat prevailing in Australia has caused bush fires in several of the states. The damage in South Australia amounted to £100,000.

QUEENSLAND LABOUR TROUBLES.

GOOD ORDER BUT STRIKE PLEADING.

(*Reuter's Service to the China Mail.*)
LONDON, Feb. 5.
Reuter's correspondent at Brisbane reports that perfect order now prevails and that the shops are gradually reopening. The strike is spreading to Ipswich, Rockhampton and Townsville.

A Melbourne telegram states that the Hon. Mr. Andrew Fisher, Prime Minister, refused the request of the Queensland Government for military aid. He appeals to all parties to refer their grievances to the Commonwealth Arbitration Court.

LATER.
The trams have resumed at Brisbane under police protection and the railway service is partially restored.

(Note.—The strike at Brisbane commenced on the tramway drivers. It originated in a dispute over the management of the tram system prohibiting members of the unions from wearing their badges in the cars. The result was an immediate strike among the operators of the street tram system. The trouble spread soon to the other unions until the whole city was tied up.—Ed.)

AUS R'LIAN CRICKET SQUABBLE.

MEETING ENDS IN FIGHT.

(*Reuter's Service to the China Mail.*)
LONDON, Feb. 5.
Reuter's correspondent at Sydney wires that at the meeting held to select an Australian team for the next Test match the long-standing differences between Clem Hill and McAlister culminated in fistuffs, and Hill subsequently resigned.

MR. CHURCHILL'S MEETING.

CATHOLIC PRIESTS' ADVICE.

(*Reuter's Service to the China Mail.*)
LONDON, Feb. 5.
The priests in all the Roman Catholic churches in Belfast yesterday pointed out, from the altar, that Mr. Winston Churchill's meeting was being entirely organised by Liberals, and they advised the Roman Catholics to keep away and endeavour to preserve peace in the city.

A BITING WINTER.

LOCH LOMOND FROZEN.

(*Reuter's Service to the China Mail.*)
LONDON, Feb. 5.
The intensity of the cold is indicated by the freezing of Loch Lomond, for the first time in 17 years.

SUGAR CONVENTION.

POSITION RATHER STRAINED.

(*Reuter's Service to the China Mail.*)
LONDON, Feb. 5.
A wire from Reuter's correspondent at Brussels states that the Sugar conference again has met, but the position is somewhat strained. The German delegates, not having yet received instructions, are believed that the Russians intend to make an important concession, by asking permission to adhere to the Convention on the same terms as the other Powers.

LANG-HOLLOWAY COMPANY.

Striking Production of "Hamlet."

A crowded house at the Theatre Royal last night saw Mr. Matheson Lang in his favourite character, that of Hamlet, Prince of Denmark. It is in this role that the distinguished actor has secured his greatest triumphs, and, after witnessing his wonderful interpretation of the part, we readily admit that it would be almost impossible to conceive of a finer or more striking psychological conception of the complex character of the melancholy Dane. There are so many points of view from which it may be approached, so many seeming paradoxes in Hamlet's mental make-up, that it has ceased to become a matter for wonder, that almost every other interpreter of the part has a different idea of how it should be played. The prime difficulty encountered is to weave out of the tangled skein of love, revenge, goodness and melancholia a consistent character, a human man. This is where so many an actor fails, but in our view it is where Mr. Matheson Lang supremely succeeds. Mr. Lang is not an imitator; he has his own decided vision on what kind of man Shakespeare intended Hamlet to be, and he puts his whole soul and being into his studied comprehension of the part. The result is that there is nothing glaringly incongruous or incompatible in his Hamlet; we can clearly grasp and appreciate the mental processes at work in his fine nature. Mr. Lang's reading of the character is that Hamlet was a delicate minded, sensitive youth, a student and a thinker, suddenly thrust into the midst of a disquieting, immoral and corrupt court, ruled over by a drunken, dissolute, and immoral King—a youth who, although a Prince, had spent his boyhood days, not at the court, but at college, studying, thinking, dreaming dreams; a high-strung, sensitive, and noble nature bending unresistingly towards the contemplation of the noble and the ideal in life. It is on these lines that Mr. Lang bases his study of the character of the Prince of Denmark. He contrasts it with the stress of the revolution of the 16th century. Hamlet evolves, out of the really unbalanced and hysterical conditions of his mind at the moment, the wild scheme of "acting" madness, which is destined eventually to bring him and all concerned to tragic disaster. But Mr. Lang goes further than this. He sees in the future conduct of the Prince that the stringing-up of the part he has chosen, results in moments when his brain is really affected. Then follow intermittent flashes of real insanity among the feigned, to which Mr. Lang ascribes many of the passages which have puzzled so many students of Shakespeare. This is a unique rendering of the part, and we must say that it worked out with great effect last night. What makes Hamlet especially attractive to Mr. Lang is the wonder at the beauty of the character that our great master dramatist has created. The keynote to Hamlet, as Mr. Lang explains, is his love of the good and the beautiful in life, the embodiment of the craving for the best in life that is in all of us—at least while we are young, and his horror and shrinking from what is gross and evil. With such a conception of the character and being conscious of the originality of his view, it must almost have been pardoned if Mr. Lang overdid the part. But strong as the temptation must have been, he never for a moment yielded to it; his restraint was perfect, and hence his success was all the more praiseworthy.

The other characters in the tragedy were also in very capable hands. Miss Rutin Britton handled the extremely difficult part of Ophelia with fine feeling and discretion, never for a moment outraging the role. As the Queen, Miss Marion Lind played effectively, though in the chamber scene she scarcely gave full play to emotion. Mr. Douglas Vigne's Horatio was really excellent, while as King Claudius Mr. Montague Love displayed great histrionic abilities; his depiction of the coarse, vulgar nature of the usurper could not have been better. Mr. W. E. Holloway gave a fairly good interpretation of the part of Polonius, though somewhat in the manner of a clown. Mr. Charles Vane was quite acceptable. Mr. P. Percival Stevens played the Ghost with marked effect and scored an even greater triumph as First Grave-digger. The play was splendidly mounted and the scene-changes were expertly effected. Though it was one o'clock in the morning, the final curtain went down, there was never a dull moment, and at the close Mr. Lang received a great ovation, being cheered and applauded again and again for his extremely fine work.

Tonight, Messrs Lang and Holloway produce the delightful comedy "The Merchant of Venice," perhaps the best known and most popular of Shakespeare's works. Mr. Matheson Lang appears as "Shylock," a character which has caused more controversy and discussion than any except "Hamlet." Mr. Lang's masterly portrayal is based on strongly individual lines and has proved one of the finest of his many brilliant performances. In *Forty Miles* Rutin Britton has an exquisite role, which she responds to with favour, and which ranks amongst her greatest personal successes.

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JAPAN	2nd Feb.	UMKUI	20th Feb.
NANSANG	15th Feb.		

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FOR	STEAMERS	TO SAIL	REMARKS
LONDON & ANTWERP	RYANZA	10th Feb.	Freight and Passengers
SHANGHAI, MOJO, KOBE, FERA, AND YOKOHAMA	Capt. W. W. COOK, R.N.	12th Feb.	Freight only
SHANGHAI	ASSAYE	16th Feb.	Freight and Passengers
LONDON, via UGAL, PORT, HIMALAYA, (as CANN) & YOKOHAMA	Capt. F. J. JONES	Noon, 17th Feb.	Freight and Passengers

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1912	1912
EMPERESS OF JAPAN SAT. 24. Feb.	EMPERESS OF IRELAND Fri. 22. Mar.
EMPERESS OF INDIA SAT. 20. Apr.	EMPERESS OF IRELAND Fri. 17. May
EMPERESS OF INDIA SAT. 20. Apr.	EMPERESS OF IRELAND Fri. 17. May

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DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SHANGHAI, PENANG, COLOMBO, SUEZ, AND PORT SAID	TANGO MARU, Capt. K. Kawara, Tons 8000	WEDNESDAY, 14th Feb., at Daylight
VICTORIA, B.C. & SEATLE, via SHANGHAI, MOJO, KOBE, YOKOHAMA, KAGAWA & YOKOHAMA	KAMO MARU, Capt. Sommet, Tons 9000	WEDNESDAY, 28th Feb., at Daylight
SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	SADO MARU, Capt. Richards, Tons 7000	TUESDAY, 13th Feb., at Noon
BOMBAY, via SINGAPORE AND COLOMBO	INABA MARU, Capt. S. Tomine, Tons 7000	TUESDAY, 27th Feb., at Noon
SHANGHAI & KOBE	YAWATA MARU, Capt. T. Saito, Tons 6000	FRIDAY, 16th Feb., at Noon
NAGASAKI, KOBE AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 14th Feb., at Noon
SHANGHAI, MOJO AND BOMBAY	HIROSHIMA MARU, Capt. Hime, Tons 4000	MONDAY, 12th Feb., at Noon
KOBE & YOKOHAMA	MISHIMA MARU, Capt. Moss, Tons 9000	THURSDAY, 15th Feb., at Noon

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NIKKO MARU, Tons 6000, Capt. M. Yagi, Feb. 14th	HIROSHIMA MARU, Tons 4000, Capt. Hime, Feb. 12th
MISHIMA MARU, Tons 9000, Capt. Moss, Feb. 15th	MISHIMA MARU, Tons 9000, Capt. Moss, Feb. 15th

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Persia	9,000 "	Mar. 26th, at 1 p.m.
China	10,200 "	Apr. 23rd, at 1 p.m.

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SAN FRANCISCO LINE:

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Chiyo Maru	W. W. GREENE	Friday, 16th Feb., at Noon.
NIPPON MARU	A. G. STEVENS	FRIDAY, 28th MARCH, at Noon.
TENYO MARU	E. BERT	FRIDAY, 18th MARCH, at Noon.
SHINYO MARU	S. S. SMITH	FRIDAY, 9th APRIL, at Noon.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration)

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Steamer	Tons	Date of Sailing
Kiyo Maru	17,500	Saturday, 17th Feb. at Noon.
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S.S. SUEVIA, 18th Feb.	S.S. SUEVIA, 18th Feb.
S.S. BELORAVIA, 4th Mar.	For Marseilles, Rotterdam & Hamburg
S.S. SACHSEN, 19th Mar.	S.S. SACHSEN, 19th Mar.
S.S. O. YERD, LAEISE, 30th Mar.	For Rotterdam, Hamburg & Antwerp
	S.S. SUEVIA, 29th Feb.
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	S.S. GOLDENFELS, 1st Mar.

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SANDARAN, MAUSANG, THURSDAY, Feb. 8, at Noon.	
SHANGHAI, KOBE AND CHOYSING, FRIDAY, Feb. 9, at Noon.	
MOJO, KUTSANG, SATURDAY, Feb. 10, at Noon.	
MANILA, YUENSANG, SATURDAY, Feb. 10, at 2 p.m.	
SINGAPORE, PENANG & NAIMSANG, TUESDAY, Feb. 13, at Noon.	
MANILA, LOONGSANG, SATURDAY, Feb. 17, at 2 p.m.	

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FOR	STEAMERS	TO SAIL
HONGHAI, PAKHOI & RAIPHONG	SHONGKING	Feb. 8, at 10 a.m.
SHANGHAI	CHENLAN	Feb. 8, at 4 p.m.
SWATOW & SHANGHAI	FENGTEEN	Feb. 8, at 4 p.m.
SHANGHAI	LIAN	Feb. 10, Midnight
MANILA, CEBU & ILOILO	TEAN	Feb. 13, at 4 p.m.

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VICTORIA, B.C. & TACOMA via Shanghai, Mojo, Kobe, Yokohama & Yokohama	MEXICO MARU	6064	Tuesday, 26th Mar., at 11 a.m.

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SOOCHOW, via SWATOW & AMOY	CHOSHUN MARU.	THURSDAY, 8th Feb., at 8 a.m.
TAMSUI via SWATOW & AMOY	KALFO MARU.	SUNDAY, 11th Feb., at 10 a.m.

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On Feb. 8, at Noon, the above steamer will be departed for the above ports on SATURDAY, the 10th February, at 2 p.m.

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Silk and Valuables, all cargo for France, India and Ceylon for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London via Bombay; direct cargo for London, etc., will be conveyed via Aden and Bombay by the S.S. "Alfred" due in London on the 11th April, 1912.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

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7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.10 p.m. Every 10 minutes.
3.10 p.m. to 3.45 p.m. Every 15 minutes.
3.45 p.m. to 4.15 p.m. Every 10 minutes.
4.15 p.m. to 4.45 p.m. Every 15 minutes.
4.45 p.m. to 5.15 p.m. Every 10 minutes.
5.15 p.m. to 5.45 p.m. Every 15 minutes.
5.45 p.m. to 6.10 p.m. Every 10 minutes.
6.10 p.m. to 6.45 p.m. Every 15 minutes.
6.45 p.m. to 7.15 p.m. Every 10 minutes.
7.15 p.m. to 7.45 p.m. Every 15 minutes.
7.45 p.m. to 8.10 p.m. Every 10 minutes.
8.10 p.m. to 8.45 p.m. Every 15 minutes.
8.45 p.m. to 9.15 p.m. Every 10 minutes.
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11.45 p.m. to 12.15 p.m. Every 10 minutes.
12.15 p.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
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3.10 p.m. to 3.45 p.m. Every 15 minutes.
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12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Leaves Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due London (London 1 day later)
Steamer	Leaves	Steamer	Tons	Saturday
HIMALAYA	Feb. 17	MAEDONIA 10500	March 16	March 22
ARABIA	March 2	MOORE 11000	March 30	April 5
INDIA	March 10	Through Steamer	April 13	April 19
DEVANHA	March 30	MODIA 11000	April 27	May 3
DELTA	April 13	MALAYA 12500	May 11	May 17
ASSAYE	April 27	MONGOLIA 10000	May 25	May 31
OCEANA	May 11	MALAYA 12500	June 8	June 14
DEVANHA	May 25	CHINA 8000	June 22	June 28
DELTA	June 8	MAEDONIA 10500	July 6	July 12
ARCADIA	June 22	MOORE 11000	July 20	July 26

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON

1st SALOON £71.10 SINGLE £108.14 RETURN.

2nd SALOON £43.10 SINGLE £64.14 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leaves HONGKONG	Due LONDON
STANZA	February	March
NILE	March	April
NUBIA	April	May
SUDAN	May	June
KAMUR	June	July
PALAWAN	July	August
BORNEO	August	September
STRIA	September	October
NORE	October	November

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON

1st SALOON £55.10 SINGLE £82.10 RETURN.

2nd SALOON £33.10 SINGLE £50.10 RETURN.

For further particulars apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANALFORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI

For	STEAMERS	CAPTAIN	To
SHANGHAI KOBE AND YOKOHAMA	DUMBEA	SEILIER	Feb. 12, about 6 p.m.
MARSEILLES, Via Ports	SYDNEY	COSTA	Feb. 13, at 1 p.m.

TRANSHIPMENT on the Co's Steamers at SINGAPORE to: BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10, 30 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.DOUGLAS STEAMSHIP CO., LD.
HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY & FOOCOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
HAIFANG	Capt. J. W. Evans	THURSDAY, 8th Feb., at 11 a.m.
HAICHUNG	Capt. W. O. Passmore	SUNDAY, 11th Feb., at 10 a.m.
HAITAN	Capt. J. S. Roush	WEDNESDAY, 14th Feb., at 11 a.m.

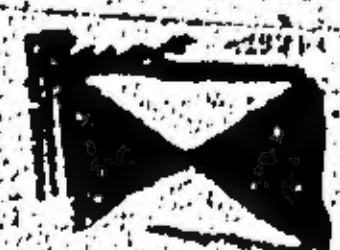
FOR SWATOW AND RETURN

(Occupying 8 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAIMUN	Capt. A. H. Stewart	TUESDAY, 6th Feb., at 11 a.m.
		FRIDAY, 9th Feb., at 11 a.m.

Steamers will arrive at, and depart from, the Company's wharf near Black Point.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4,000	S. Crosby	Manila, Mangarin, Holo & Cebu	Saturday, Feb. 10, at 4 p.m.
SAIRO	4,000	M. O. Smith	Manila, Mangarin, Holo & Cebu	Tuesday, Feb. 20, at 4 p.m.

For Freight and Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C., SEATTLE & PORTLAND (Or),
via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
LUCERIO		J. MATHIE	16th February.

To be followed by other steamers of the Company at regular intervals. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points. Will call at AMOY and KEELUNG if sufficient inducement offers.

For Rates of Freight or Passage apply to
THE BANK LINE, LIMITED,
KING'S BUILDING, PRINCE STREET.

Telephone No. 780.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from Hongkong to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

NEXT SAILING.

FROM HONGKONG. 3rd February.

FROM COLOMBO. 17th February.

For Rates and further information, apply to

THE BANK LINE, LIMITED,
(MANAGING AGENTS)

Hongkong, April 1, 1911.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate, Ports transhipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS.

FROM HONGKONG. Frequent SAILINGS.

FROM CALCUTTA. End January. End February.

For Rates of Freight and further particulars apply to
THE BANK LINE, LIMITED,
(MANAGING AGENTS).

New Line of Steamers

South African Ports.

ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

S.S. DUNERIO, 3,000 tons, to be despatched on 10th February.

S.S. KATANGA, 5,600 tons, to follow.

And regularly thereafter.

For Rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,
(Managing Agents)

Hongkong, August 23, 1911.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE
TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	Feb. 9	Feb. 7th, at Noon
EASTERN	Mar. 8	Mar. 2nd, at Noon
EMPIRE	Apr. 5	Mar. 30th, at Noon
ST. ALBANS		Apr. 27th, at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are fitted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.

Agent.

Hongkong, November 2, 1908.

THOS COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, etc.

Head Office for the Far East: 14, DES VERTS ROAD CENTRAL, HONGKONG.

SHANGHAI: 2-3, FOOYAN ROAD. YOKOHAMA: 22, WATER STREET.

TICKETS issued to EUROPE by the principal STEAMSHIP LINES at

THOS COOK & SON, 1, MARK LANE, LONDON, E.C.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

MIRAGE MONIES, etc., exchanged.

Head Office: LUDWIG-STRASSE, LONDON, E.C.

Hongkong: April 4, 1908.

Shipping.

P. & O. Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. 'INDIA' (8,000 Tons)

CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 16th, 1912, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT—

MARSEILLES—APRIL 13th.

LONDON—APRIL 20th.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON—

1st SALOON £71.10 SINGLE £108.14 RETURN.

2nd SALOON £43.10 SINGLE £64.14 RETURN.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1911.

AUSTRIAN LLOYD

(Under Mail Contract with the Austrian Government).

MONTHLY FAST DIRECT SERVICE TO TRIESTE,
via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

S.S. AFRICA, 3,340 tons, will leave on March 6th, 1912, at 6 a.m.

TO SHANGHAI.

S.S. AFRICA, 3,340 tons, will leave on March 6th, at 6 a.m.

Superior accommodation for 1st and 2nd Class and Steamer passengers. Cheap rates. Hongkong-Trieste service 23rd Feb. 1st class, 23rd Feb. 2nd class, no extra, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. VORWAERTS 12,050 tons, will leave for YOKOHAMA and KOBE, via SHANGHAI about February 18th.

S.S. NIPPON 13,030 tons, will leave for TRIESTE, FIUME and VENICE, via SINGAPORE, PENANG, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, about February 22nd.

These steamers are fitted with comfortable On class accommodation for Saloon passengers. Cheap rates. Hongkong-Trieste service 23rd Feb. 1st class, 23rd Feb. 2nd class, no extra, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,

PRINCES BUILDING.

Hongkong, January 3, 1912.

NORDDEUTSCHER LLOYD
BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To
MANILA, NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN.	DERFFLING, Capt. F. Prosch.	(17,000)	WEDNESDAY, 21st Feb., at Noon.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA.	BRINZ EITEL FRIEDRICH, Capt. E. Makow.	(18,000)	THURSDAY, 8th Feb., at Noon.
MANILA, YAP, ANGAUR, NEUVIGNEY, BRISBANE, SYDNEY & MELBOURNE.	COBLENZ, Capt. L. Klugkist.	(6,750)	SATURDAY, 24th Feb., at Noon.
KOBE AND YOKOHAMA.	COBLENZ, Capt. L. Klugkist.	(6,750)	TUESDAY, 6th Feb., at Noon.
KUDAT AND SANDAKAN.	JOHNEO, Capt. F. Sembl.	(6,000)	Middle of February.

All the steamers of the Imperial Line are fitted with Wireless Telegraphy. New System of Teletypewriter.

For further Particulars apply to

Norddeutscher Lloyd.

MELOHRS & CO.,

General Agents, Hongkong & China.

DIRECT ROUTE TO AMERICA
GREAT NORTHERN STEAMSHIP COMPANY

S.S. 'MINNESOTA'

Capacity 22,000 Tons. Length 630 Feet. Beam 73 Feet.

21,000 Tons Gross Register. 34,500 Tons Displacement.

EQUIPPED WITH WIRELESS TELEGRAPHY.

(CAPT. T. W. GALLIEN)

SAILS FROM HONGKONG ON MONDAY, February 5th, AT 6 P.M.

FOR SEATTLE via NAGASAKI, KOBE & YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada, and Europe.

China passengers may travel by rail to Keelung between ports of Yokohama, Kobe and Nagasaki, without extra charge for freight or passage apply to

NIPPON YUSEN KAISHA, PRINCE'S BUILDING.

Hongkong, November 1, 1911.

HONGKONG-BOSTON & NEW YORK.

AMERICAN ASIATIC S. S. CO.

FOR BOSTON & NEW YORK, via PORTS AND SUEZ CANAL.

(Will connect to Call at the MALABAR COAST.)

S.S. KARONGA—On or about 8th March, 1912.

For freight and further information apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, January 23, 1912.

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship 'LORDSHIP' having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at Consignees' risk and expense.

Cargo remaining on board after 24 hours of the 7th inst., will be landed at Consignees' risk and expense.

Consignees of cargo from Singapore and Penang are requested to take immediate delivery of their Goods from alongside.

Such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Underwriters.

DAVID BASSON & Co., Ltd., Agents.

Hongkong, February 6, 1912.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, SUEZ, ADEN, COLOMBO AND SINGAPORE.

THE Company's Steamship 'Bohemia' having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharves and Godowns Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before Noon on the 11th February, 1912, or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 9.30 a.m.

No Fire Insurance has been effected, and all Goods remaining in the Godowns after the 11th February, 1912, will be subject to risk.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, February 6, 1912.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Hansa Steamship Co., Ltd., having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharves and Godowns Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before Noon on the 11th February, 1912, or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo—

Ex s.s. 'Ehrenfels' from Havre.

Ex s.s. 'Wien' from Bremen.

Ex s.s. 'Hamburg' from Lubeck.

Ex s.s. 'Frankfurt' from Hamburg.

HAMBURG-AMERICA LINE, Agents.

Hongkong, January 30, 1912.

SHIRE LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE s.s. 'Glamis' having arrived, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharves and Godowns Co., Ltd., Kowloon, whence delivery may be obtained.

Goods not cleared by the 6th February, at 3 p.m., will be subject to risk.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 6th February, at 10 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, January 20, 1912.

NOTICE

HIGH-CLASS PRINTING.

COCOA

D. & M. GROOTES BROTHERS WESTZAAN
(HOLLAND).

ESTABLISHED 1825.

**This PURE SOLUBLE DUTCH
COCOA**

Supplied to the Royal Courts of Holland and Austria.
ABSOLUTELY PURE.

Recommended by the Medical Faculty for its Digestive
Qualities.

ECONOMICAL (Quarter pound Tin makes twenty-five
breakfast cups).

SPECIALLY ADAPTED FOR INVALIDS.
Recognised by THIRTY-EIGHT Medals and EIGHT
Honourable Mentions.

Packed
in one pound, half pound and quarter pound Tins.

FOR SALE AT ALL STORES,

AND AT
Messrs SINCERE & CO.
and **WING ON & CO.**

Ask for GROOTES' COCOA!!!

30 cents per 1/4 pound tin.

SAMPLE tins FREE.

ON APPLICATION TO

MacEwen, Frickel & Co.,

4, DES VŒUX ROAD,

Sole Agents for South China.

RACE SEASON 1912.

RELIABLE CHRONOGRAPHS

WITH SINGLE AND SPLIT SECONDS.

ZEISS PRISM BINOCULARS

NEW MODELS.

From the AGENTS

Chs. J. GAUPP & Co.

To-day's Advertisements

In the matter of the H.P. ON INSURANCE EXCHANGE & LOAN COMPANY, LIMITED, in Liquidation.
and
In the matter of the Companies Ordinances of Hongkong.

TAKE NOTICE that the GENERAL ANNUAL MEETING of the Shareholders of the above Company will be held at the Company's Office at the 2nd Floor of No. 305, Des Vœux Road Central, Hongkong, on SATURDAY, the 17th day of February, 1912, at 11.45 a.m.

Dated this 6th day of February, 1912.

TAM TSZ KONG
CHENG MAN PO Liquidators.

In the matter of the H.P. ON INSURANCE EXCHANGE & LOAN COMPANY, LIMITED, in Liquidation.
(and)
In the matter of the Companies Ordinances of Hongkong.

TAKE NOTICE that a Meeting of the Shareholders and Creditors of the above Company will be held at the Company's Office at the 2nd Floor of No. 305, Des Vœux Road Central, Hongkong, on SATURDAY, the 17th day of February, 1912, at 11.45 a.m.

Dated this 6th day of February, 1912.

TAM TSZ KONG
CHENG MAN PO Liquidators.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$1.00 per Share, declared at the ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS, held on the 24th day of January, 1912, will be PAYABLE at the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 6th day of February, 1912.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, February 6, 1912.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY,
the 10th February, 1912, commencing at 2 p.m., at his Sales Rooms,
DUNDRELL STREET.

A LARGE AND VALUABLE ASSORTMENT OF
JAPANESE EMBROIDERIES AND
CURIOS.

Comprising:
Silk Embroidered Wall Hangings, Screens,
Cushion Covers, Bedspreads, etc.

Satsuma Tea Sets, Vases and Bowls,
Bronze and Brass Ware, Cloisonné Vases
and Bowls, Mahogany Ware, Porcelain Tea
Sets.

Also
1 Japanese Rubber-Tyred Ricksha (New).

On View from 11 a.m. to 5 p.m. on the 9th Feb.
Catalogues will be issued.

Terms—Cash on delivery.

GEORGE F. LAMBERT,
Auctioneer.

Hongkong, February 6, 1912.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN, PHILIPPINES, SHANGHAI & MANILA.

CONSIGNEES OF CARGO per Steamship MANOBUENA.

The above-mentioned steamer having arrived, Consignees are hereby notified to send in their Bills of Lading to the undersigned, to take immediate delivery of cargo from the ship.

Cargo remaining on board after 12 O'CLOCK, on SATURDAY, February 10, 1912, at 10 a.m., will be subject to sale and landing charges.

No fire insurance whatever will be effected.

All claims and other damaged cargo will be examined at the above Company's godown on SATURDAY, February 10, 1912, at 10 a.m.

All claims must be filed on or before March 6th, 1912, otherwise they will not be recognized.

FRED J. HALTON,
Agent.

Hongkong, February 6, 1912.

SHIPPING

ARRIVALS.

February 6.
Overland, British steamer, 1,227, V. Liddell, Hongkong Feb. 3, Calcutta, JARDINE, MATHEWS & Co., Ltd.

February 6.
Manchuria, American steamer, 3,750, A. Dixon, San Francisco Jan. 31, and Manila Feb. 3, Mail and General, P. M. S. S. Co.

February 6.
Chikuang, British steamer, 1,229, I. Heath, Yokohama Jan. 31, Calcutta, JARDINE, MATHEWS & Co., Ltd.

February 6.
Yokohama, British steamer, 1,124, P. H. Rolfe, Manila Feb. 3, Calcutta, JARDINE, MATHEWS & Co., Ltd.

February 6.
Hainan, British steamer, 1,362, J. W. Evans, Fookien, Amoy and Swatow Feb. 3, General, JARDINE, MATHEWS & Co., Ltd.

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WEATHER REPORT

The following notice is issued from the Hongkong Observatory:
On the 6th at 11.55 a.m.—The barometer has fallen moderately in Japan, the depression lying over Manchuria yesterday, having moved into the N. part of the Sea of Japan.

The anticyclonic area remains over the Yangtze valley, and pressure has increased moderately over S. China and Tongking. Gradients are steeper and strong monsoons may be expected along the coast and over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. Forecast for the 24 hours ending at noon to-morrow.

1.—Hongkong and Neighbourhood: N. winds, fresh; fine.

2.—Formosa Channel: N. and N.E. winds, strong.

3.—South coast of China between Hongkong and Loochoo: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

Hongkong Tides

The tide table given below has been compiled at the Nautical Almanac Office, London, from the result of the analysis of observations taken by means of a tide gauge, the recording machine in the Water Police Basin at Tsim Sha Teui during the years 1887-3-0.

The zero of the tide corresponds with the zero of the sounding in the Admiralty Charts which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 5 inches to the height given in the table.

February 7th to 13th, 1912.

Time	HIGH WATER		LOW WATER	
	Mean	Range	Mean	Range
Wed. 7	10.55	1.5	4.55	1.5
Thurs. 8	11.55	1.5	5.55	1.5
Fri. 9	12.55	1.5	6.55	1.5
Sat. 10	1.55	1.5	7.55	1.5
Sun. 11	2.55	1.5	8.55	1.5
Mon. 12	3.55	1.5	9.55	1.5
Tues. 13	4.55	1.5	10.55	1.5

SHARE LIST—QUOTATIONS.
FEBRUARY 6, 1912.

Stock	No. of Shares	Value	Paid up	Closing Quotations
Hongkong and Shanghai Banking Corp.	120,000	125	all	(8875, sellers London, £85.15)
Canton Insurance Office Co., Ltd.	10,000	250	50	1136, sales
China Traders Insurance Co., Ltd.	24,000	163.33	25	1107
North-China Insurance Co., Ltd.	10,000	15	5	115
Union Insurance Society Limited	12,400	250	100	850, sales
Yangtze Insurance Association Ltd.	12,000	100	60	1112, Ex. 73
China Fire Insurance Co., Ltd.	30,000	100	20	1131
Hongkong Fire Insurance Co., Ltd.	8,000	250	50	1161, sellers
Shanghai Fire Insurance Co., Ltd.	10,000	100	50	1161, buyers
New Amoy Dock Co., Ltd.	10,000	84	all	88
Shanghai Dock and Eng. Co., Ltd.	55,700	110	all	115.55
China and Manila S. S. Co., Ltd.	40,000	25	all	1101, sellers
Douglas Steamship Co., Limited	20,000	150	all	111
H.K. C. and M. Steamship Co., Ltd.	80,000	15	all	1124
Indo-China S. S. Company, Ltd.	60,000	2	all	1124, London, £8.15
Star Ferry Company, Ltd.	10,000	13	all	1121
Shell Transport & Trading Co., Ltd.	10,000	2	all	111
Shanghai Tug and Lighter Co., Ltd.	10,000	25	all	114
China Sugar Company, Limited	20,000	100	all	1118
Luzon Sugar Company, Limited	7,000	100	all	118, sales
H.K. & Kow. Wharf & Godown Co.	60,000	50	all	114, buyers
Shanghai and Hongkong Wharf Co.	84,000	110	all	115.55
Hongkong Land Investment and Agency Company, Limited	60,000	100	all	118
Shanghai Land Investment Co., Ltd.	18,000	110	all	117
Kowloon Land and Building Co., Ltd.	4,000	50	all	112, ex div.
Wai-tai Land & Building Co.	8,674	110	all	114
Humphreys Estate & Finance Co.	140,000	10	all	114, sellers
West Point Building Co., Limited	12,500	50	all	114
The Peak Tramways Co., Ltd.	25,000	10	all	1117
Société des Chantiers de Construction du Tonkin	16,000	110	all	113
Raub Aust. Gold Mining Co., Ltd.	200,000	1	all	114
Hongkong Hotel Company, Ltd.	12,000	50	all	1114
Manila Metropolitan Hotel, Ltd.	75,000	10	all	113, sellers
Astor House Hotel Co., Ltd. (S'bal)	80,000	25	all	110
A. S. Watson & Co., Limited	30,000	10	all	114, buyers
Watkins Limited	10,000	10	all	115
Green Island Cement Co., Ltd.	400,000	10	all	113.00, sellers
United Assurance Oriental Agency, Limited	10,000	10	all	1130
Union Steamship Co. Limited	50,000	10	all	114
Hongkong Dairy Farm Co.	40,000	75	all	1130, buyers
Hongkong Ice Company Limited	5,000	25	all	1121, sellers
Shanghai Waterworks Co., Ltd.	18,350	20	all	113, seller
H'kong Rope Manufacturing Co., Ltd.	60,000	10	all	113
H.K. & S. C. S. Fisheries Co., Ltd.	15,000	10	all	113
Hongkong Cotton Spinning Co., Ltd.	125,000	10	all	114, sales
Evo Cotton Spinning and Weaving Co., Limited	20,000	110	all	115.55
International Cotton Manufacturing Co., Limited	10,000	110	all	115.55
Loan-Kung-Mow Cotton Spinning and Weaving Co., Ltd.	4,000	110	all	115.55
Boy Choo Cotton Spinning Co., Ltd.	20,000	110	all	115.55
Manitowishippi Mfg. Co., Ltd.	250,000	10	all	117, sales
China Provident Loan Mortgage Co., Limited	200,000	10	all	115
China Docks Company Ltd.	60,000	12	all	110
Campbell, Moore & Co., Limited	1,500	10	all	110, buyers
Wm. Powell, Limited	15,000	7	all	114
South China Banking Corp.	6,000	25	all	113
China Light and Power Company	60,000	5	all	1120, buyers
Steam Laundry Company, Limited	20,000	5	all	110
Wismann Limited	3,000	10	all	113, buyers
Gauze Price & Co., Ltd.	60,000	10	all	112, buyers
Philippine Co., Limited	75,000	10	all	115, buyers
Pure Rubber in London	Daily wire	10	all	47, quotations
Chinese Imperial Bank	Tls. 101,000	Tls. 250	7 1/2 p. annum	113

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